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GOVERNOR

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

DAVID A. COLE
COMMISSIONER

April 6, 2009
Subject: **Vegetation Management & Arborist Services**
PINS: N/A
Location: Statewide by Region
Bid Amendment No. 3

Dear Sir/Ms.:

The following questions have been received:

Question: Will bidders be required to supply copies of all liability insurance, E.H.A.P., arborist and pesticide licensure for this project at bid opening?

Response: Prior to contract award the apparent low bidder is required to provide proof of insurance, and arborist and pesticide licensure. EHAP certification will be required prior to performing arborist work within 10 feet of electrical conductors.

Question: Will bids be rejected if copies of all current licenses and E.H.A.P. are not enclosed with the bid?

Response: These items are not required with the bid. Only the apparent low bidder will be required to provide the information prior to and as a condition of contract award. EHAP certification is not required prior to contract award. If the apparent low bidder cannot provide proof of insurance, and arborist and pesticide licensure, the department will disqualify the bid and may choose to proceed to the next apparent low bidder.

Question: On page #31 of the Bid Book, last paragraph, will the words "mile point to mile point" be changed to read "road crossing to road crossing"? This will aid crews in finding start and end points while working?

Response: No. The department understands the issue and while many of the spray route assets begin or end at an intersection this is not always possible. Many assets end at a town line for example which is the border between one region or another, one state or another, or one country or another.



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Question: If road side spraying is skipped by MDOT for two or more years, may the price per mile be adjusted on such roads due to the high volume of mix used?

Response: See answer to Question 4 of Bid Amendment # 1

Question: Will MDOT provide information on organic farm locations and boundary's?

Response: The department does not have information on the location of organic farms in Maine. MOFGA (Maine Organic Farmers and Gardeners association) maintains a member database at <http://www.mainefoods.net/mofga/certstart.php>. Not all people who grow organically are members of MOFGA. In some cases, organic growers have entered into No Spray agreements with MaineDOT. Contractors must exercise discretion when near gardens or farms.

Question: Please amend page #10 and #14 first line; under price, a typo error of five line items to six.

Response: The contract book is correct. The "5 Schedule of Items..." refers to the Schedule of Items for each of the 5 regions not to the number of lines (items) in each Schedule of Items.

Question: Will written task orders be used to inform all crews of field work requested by MDOT?

Response: No. The department will use various means to communicate with the contractor.

Question: While funding for this project is uncertain. If any MDOT region needs bucket work, will regions use bucket truck from this contract or use equipment rental agreements with other contractors?

Response: The department has many options which it may use to accomplish work. Contracts provide a mechanism to fairly arrive at a low bid cost.

Question: For roadside application of Herbicides, what working hours are the crew limited to daily?

Response: Crews are not allowed to work on weekends or state holidays. Most regions allow for long daily work schedules. MaineDOT crews work 10 hours days during the summer months and most regions will allow for longer daily work schedules than that. Unless otherwise requested by the region, work will not be allowed during the night.

Question: If there is a rain delay in the A.M., can we make up the hours later in P.M.?

Response: Please see the above response.

Question: In reference to the last question in Bid Amendment #2, you gave anticipated mileage for each Region based on historical mileage numbers. In 2007 there were 0 miles sprayed in Region 3 and 0 miles in Region 4. Do you anticipate this to happen again during this 4 year contract in any of the Regions?

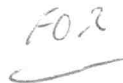
Response: The region budgets used to pay for spraying are from all state funds. These funds are unencumbered, meaning they are not dedicated to the spray program. If emergencies arise during the course of a fiscal year, unencumbered funds can be shifted to cover unanticipated expenses as was the case in 2007.

Question: In reference to the last question in Bid Amendment #1, you respond “WE may spray as little as 5 gallons per mile ...”, Is that figure based on center line mile or on a lane mile? Also, is that an accurate volume estimate for all five regions?

Response: To be clear, this question refers to a statement in the next to last question of Bid Amendment # 1. A mile as referenced in the answer refers to a centerline mile. There are regions where the amount of brush in the roadside right of way that can be sprayed is limited by factors such as buffers and the size of brush that can actually be sprayed. There are roads in every region that have not had high volumes sprayed, as is referred to by the reference of “5 galloons...”.

Consider this information prior to submitting your bid on April 8, 2009.

Sincerely,



Scott Bickford
Contracts & Specifications Engineer